

Investment in Our Bridge Infrastructure

City (DOTE) Bridges

Maintenance, repair, and replacement of City (DOTE) bridges is funded with both operating and capital funds. Capital funds are typically used for bridge rehabilitation and replacement projects, while operating funds are used for bridge maintenance and repair projects. Capital funds cannot be used for maintenance. City funds are leveraged when possible with state and federal funds.

DOTE's goal is to maintain a weighted average bridge rating of 6, "Satisfactory" condition, or better. The Smale Commission Report recommended the annual investment of \$1,000,000 in Operating funds and \$2,800,000 in Capital funds to maintain the city's bridge infrastructure. (This recommendation was in 1988 dollars to maintain a deck area of approximately 1,000,000 square feet.) However, because 400,000 square feet of new bridge deck area has been added, mostly as a result of Fort Washington Way and Riverfront development, the current weighted average bridge rating for City bridges has climbed to 7.18. Consequently, DOTE reduced its 2006 Operating and Capital funding requests for City bridges to \$171,000 and \$1,200,000 respectively (excluding funding for the Waldvogel Viaduct project). However, at this reduced funding level, a general decline in the condition of the bridges is expected, and funding levels will need to be increased in the future.

County Bridges

By contractual agreement with Hamilton County, the City of Cincinnati receives \$1,000,000 annually to inspect and maintain bridges that support either U.S. Routes, State Routes or other improved roads which are of general and public utility running into or through Cincinnati. As with City funds, Hamilton County funds are leveraged when possible with state and federal funds.

Matching Fund Summary

DOTE continues to aggressively pursue outside funding sources to maintain Cincinnati's public infrastructure. Successful leveraging of outside funds is imperative to maintain and improve the condition of Cincinnati's bridges.

The following tables indicate the amount of outside funding that the City has obtained in recent years for the Bridge Program. A significant percentage of the obtained leveraged funding was for County bridges. Because of the generally higher traffic volumes and because approximately half of Hamilton County bridges support U.S. or Ohio State routes, the funds received from Hamilton County are more likely to be successfully leveraged with outside funding sources.

**1993-2005 Matching Fund Summary
Bridge Program - City (DOTE) Bridges**

Year	Project	Contract Bid Cost	% Federal	% State	% SCIP	% Local	Matching	Local
1993	Sixth Street Expressway (2 bridges)	\$1,555,990	75%	25%			\$1,555,990	\$0
1996	Gest Street over the Mill Creek	\$839,550			80%	20%	\$671,640	\$167,910
1997	Kenton Street over Florence	\$1,589,170			80%	20%	\$1,271,336	\$317,834
1998	Dreman Ave. Bridge over West Fork Channel	\$1,887,370			70%	30%	\$1,321,159	\$566,211
1998	Gest Street over CIND Railroad	\$552,000			55%	45%	\$303,600	\$248,400
2000	Erie Avenue Bridge over N & W Railroad	\$731,620			68%	32%	\$498,968	\$232,652
2003	Martin Drive Ramp over Columbia Parkway (Bridge Work Only)	\$162,333		100%		0%	\$162,333	\$0
2003	Celestial Street Pedestrian Bridge (Bridge Work Only)	\$172,727		57%		43%	\$98,477	\$74,250
2003	Roadway and Aesthetic Improvements with Columbia Parkway Bridge Project	\$2,201,695		81%		19%	\$1,781,337	\$420,358
	Total Costs	\$9,692,455					\$7,664,840	\$2,027,615

**1993-2005 Matching Fund Summary
Bridge Program - County Bridges**

Year	Project	Contract Bid Cost	% Federal	% State	% SCIP	% Local	Matching	Local
1993	Columbia Parkway (2 bridges)	\$1,497,545	70%	30%			\$1,497,545	\$0
1993	River Road over Muddy Creek	\$759,740	75%	25%			\$759,740	\$0
1993	Sixth Street Expressway (10 bridges)	\$4,130,761	75%	25%			\$4,130,761	\$0
1993	Spring Grove over Mill Creek	\$2,065,260			80%	20%	\$1,652,208	\$413,052
1994	Seymour Avenue over Mill Creek	\$1,945,780	80%		20%		\$1,945,780	\$0
1994	Beechmont Avenue Viaduct	\$5,067,402	75%	25%			\$5,067,402	\$0
1995	Beekman Avenue over West Fork	\$967,222			80%	20%	\$773,778	\$193,444
1995	North Bend Road over Mill Creek	\$1,302,647	80%		20%		\$1,302,647	\$0
1993	Ludlow Avenue Viaduct	\$9,229,975	75%	25%			\$9,229,975	\$0
1997	Columbia Parkway Viaduct	\$10,900,000		100%			\$10,900,000	\$0
1999	Fort Washington Way Viaduct (3rd St. Viaduct)	\$27,208,420		100%			\$27,208,420	\$0
1999	West Fork Bridges over West Fork Channel	\$1,555,310			70%	30%	\$1,088,717	\$466,593
1999	River Road/Hillside Culvert at Bender	\$2,198,465		100%			\$2,198,465	\$0
2001	Kellogg and Salem Avenue Bridges	\$397,097		100%			\$397,097	\$0
2002	Western Hills Viaduct - West Plaza Repairs	\$161,296			90%	10%	\$145,166	\$16,130
2003	Columbia Parkway Bridge West of Martin Drive Ramp (Bridge Work Only)	\$3,599,019		100%		0%	\$3,599,019	\$0
2004	Clay Wade Bailey Approach	\$1,400,000		100%			\$1,400,000	\$0
2005	Norwood Lateral over Paddock and Reading Road Bridges	\$396,755		100%			\$396,000	\$0
	Total Costs	\$74,782,694					\$73,693,475	\$1,089,219